

CLASSIFICATION **SECRET**COUNTRY East Germany REPORT TOPIC Doeberitz Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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REMARKS
This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Doeberitz airfield between 12 July and 5 August 1955:

12 July. At 0630, 1 Po-2 took off for a cross-country flight and headed toward Falkensee. At 0810, 2 Po-2s, which had made a cross-country flight, landed at the field coming from the direction of Nauen. At 1600, 2 Po-2s landed after having made a cross-country flight. Between 0730 and 1300, Il-10s made flights in the vicinity of the airfield. A total of 64 individual take-offs were counted. The aircraft took off at intervals of about 1,200 meters. Up to 12 Il-10s were aloft at the same time. Individual flights at altitudes of about 350 meters were practiced in the vicinity of the field. On the average, these flights lasted about 45 minutes. Between 1300 and 1700, air activity by Il-10s continued. The aircraft took off at intervals of about 1,000 meters and assembled to formations of two, three and six at an altitude of about 400 meters. Up to six aircraft were aloft at the same time. The aircraft made local flights in wedge formation, and practiced approaching at hangars on the southern portion of the field. While approaching, the formations were dispersed and dives were made individually from an altitude of about 400 meters to 50 meters. The Il-10s pulled up sharply from their dives and made steep banks to the left. Upon completion of this maneuver the formations reassembled. On the average, the flights lasted about 45 minutes. Only Il-10s with yellow markings on tail units and propeller hubs were involved in air activity.

Il-10s were refueled by two 2-axle tank trucks operated by hand pumps. Six to 8 men were employed on this operation.

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14 July. At 0515, 1 Po-2 took off for a cross-country flight and headed toward Nauen. At 1345, 1 Po-2, which had made a cross-country flight, landed coming from the direction of Falkensee. At 1920, 2 Po-2s landed coming from the direction of Falkensee after having made a cross-country flight.

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At 0535, the engines of Il-10s were warmed up. At 0550, one Il-10 took off for a local flight at an altitude of 350 meters, and landed again at 0615. Between 0630 and 1330, there was air activity. Il-10s practiced flying individually or in formations of two, three, and six, the last flying in wedge formation. Up to 12 planes were aloft at the same time. The aircraft assembled in formations after having flown individually for 10 minutes at an altitude of about 400 meters. The same exercises were held as observed on 12 July.

15 July. Between 0730 and 1900, 5 Po-2s made local flights which lasted for 20 to 45 minutes.

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23 July. Between 0610 and 1900, Il-10s made individual flights at an altitude of about 350 meters in the vicinity of the field or made cross-country flights heading toward Nauens.

Between 0610 and 1900, 4 Po-2s made local flights.

26 July. Between 0730 and 1700, individual flights were made. At about 1100, Il-10s assembled in two formations at an altitude of about 400 meters after having been aloft individually for about 10 minutes. These formations consisted of nine and six Il-10s respectively. The formation of nine planes consisted of three flights in wedge formation; the formation of six planes consisted of two flights in wedge formation, of which the left flight flew to the front. The distance and interval between the individual flights was about 60 meters. The individual planes of each flight flew at a distance of about 20 meters and an interval of about 30 meters. After a flight time of about 10 minutes the formation dispersed and the individual Il-10s made low-level attacks on the hangars in the southern portion of the field. The Il-10s which practiced individually flying without assembling in formations made also low-level attacks at the hangars mentioned. The same attacks were observed as on 12 July. All Il-10s had yellow markings on their tail units and propeller hubs.¹

27 July. Between 0700 and 1600, several Po-2s made local flights. At about 0730 one Li-2 landed coming from the direction of Brandenburg. At 1150, the Li-2 took off again heading toward Brandenburg.

28 July. Il-10s made individual flights in the vicinity of the airfield during the morning and afternoon. At 0620, one Il-10 took off and headed toward Ketzin. Throughout the entire day, several Po-2s made local flights. Between 2100 and 0100, there was night air activity by Po-2s. A total of 24 individual take-offs were counted. The aircraft had set position lights and made local flights at an altitude of about 120 meters. Up to 3 Po-2s were seen aloft at the same time. During night air activity, the runway was marked by a flare path, 50 to 60 meters wide, leading from west to east. The red lamps were erected at a distance of about 50 meters on both sides of the runway. A searchlight was located at the western side of the airfield at the forks of Eichenweg road. This searchlight illuminated the runway only during take-offs and landings.

5 August. The following Il-10s, which came from the direction of Falkensee, landed at the airfield and were parked at the southern portion of the field:

| | | | | | |
|-----------|----------|----------|-----------|-----------|---|
| At 1130 | At 1150 | At 1210 | At 1225 | At 1400 | |
| 10 Il-10s | 9 Il-10s | 9 Il-10s | 10 Il-10s | 10 Il-10s | 1 |

At about 1520, two MiG-15s made low-level attacks at the field coming from an easterly direction.

2. Prior to 4 August, 36 Il-10s were lined up in front of the unloading track at the northwestern side of Doeberitz airfield. The planes were parked in two curved lines of 18 aircraft each with their noses pointing to each other. Seven Il-10s were parked in one line abreast at the northern side of the field parallel to Hamburger Chaussee. On 5 August, all of these aircraft except the 48 Il-10s which had arrived on this day were still parked in the same areas. It was noted that the number of swept back jet aircraft, which were setting on jacks in front of the hangars varied from day to day, in particular:
- 17 July, 3 jet planes
 - 23 July, 8 jet planes
 - 24 and 25 July, 3 jet planes
 - 26 July, 8 jet planes
 - 27 July to 5 August, 3 jet planes

The following aircraft were observed in the hangars at the southern portion of the airfield:

10 Po-2s

2 Yak-14s

8 jet aircraft including those jacked up in front of the hangars.

Four searchlights with aggregates, and 1 two-barreled AA gun, presumably a model 1941 25-mm AA gun, were seen in the hangars at the southern airfield portion.²

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3. The following observations were made at the airfield area:
- a. The 4 searchlights, 3 of which were located just west of hangar No. 4a and 1 in the northeastern portion of the field near the repair hangars, were in operation between 2200 and 0100 every other day, in spite of the fact that there was no night air activity or cooperation with non-local aircraft. During the daytime, searchlights were placed in hangar No. 4c.
 - b. The test stand at the repair hangar area on the northern side of the airfield was in operation at irregular intervals in the mornings, afternoons, and partially until about 0100.
 - c. During the mornings and afternoons of the period under review, aircraft armament, especially guns, were overhauled and adjusted at the adjusting benches and firing ranges.
 - d. At about 1100 on 14 July, a large railroad tank car of an old type with an estimated loading capacity of 20,000 liters was seen at the spur track near the fuel depot on the northwestern side of the airfield.
 - e. Daily between 1000 and 1400 and between 0900 and 1200 on Sundays during the period under observation, about 280 to 300 recruits were employed in firing practices and received infantry basic training at the northern side of the airfield near Hamburger Chaussee. The recruits came from Hichthofen Kaserne. Training personnel and recruits wore black-bordered epaulets with air force insignia.
4. No changes in the occupation were observed at Hindenburg Kaserne during the period of observations. 25X1
 At about 1030 on 17 July, two companies with a strength of 250 men commanded by about 12 air force officers marched toward Buchow-Karpzow. The personnel, almost all of whom were young recruits, wore steel helmets 25X1 carried knapsacks and carbines.
5. Between 12 and 19 July, 2-axle trucks 25X1
 were observed moving to and from the Kaserne. All trucks were newly manufactured and of Soviet make.
6. The following air activity and aircraft were observed at Doeberitz airfield:
 Prior to late July, air activity was rather small. Mainly local flights were made by individual Il-10s and Po-2s.
 Since about 1 August, air activity was intensified. Flying was practiced in formations of 3, 4, 6, 8, and 12 aircraft. The formations consisted of individual flights which flew in tandem formation or side by side. Take-offs and landings were made individually in rapid succession. The aircraft assembled in formations shortly after take-off. The aircraft taking off first circled the field until the last aircraft had joined up and the formation formed. The formations also made local flights lasting for about 20 minutes and landed again. Firing practices at sleeve targets and ground targets at the firing range south of Hamburger Chaussee were observed on several days. The sleeve target was observed about 100 meters behind the towing aircraft. No details could be observed because of the distance. Two to three aircraft simultaneously attacked targets. When firing at ground targets, the individual Il-10s dove straight down fired on the targets and pulled back up. There was a total of 50 Il-10s parked on the eastern and northern sides of the field, and in the aircraft revetments. Six fighter aircraft, probably MiG-15s, and two twin jet aircraft of an unidentified type, were seen at the southern portion of the field.
 It was learned from soldiers of the ground attack regiment, that this regiment will probably be transferred from Doeberitz to an undetermined place in September 1955.



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7. The two test stands at the airfield were almost continuously in daily operation. Several searchlights were generally in operation during the evening. No cooperation with aircraft was observed. Almost daily since about 1 August, 3 to 4 railroad tank cars arrived at the airfield. Emptying procedures were not observed. On 6 August, about 20 large crates, measuring about 2 x 2 x 2 meters, were loaded by a crane on railroad cars at the spur track. No information on the content of the crates could be obtained. The departure of the train was not observed.
8. The occupation of Richthofen Kaserne remained unchanged during the period under review. Prior to late July, details of about 250 men each were employed in maintenance work on searchlights and radio trucks at repair shops on the airfield. It was further observed, that there was quite a bit of sports activity in addition to intensive cleaning and renovation work. German painters, were also employed there and had to work overtime. Soviet soldiers repeatedly stated, that they were expecting an inspection but this inspection was not held during the period under review. Since early August, this intensive cleaning has tapered off. It was believed that instruction courses and mechanical training had been terminated. Since 1 August, it was observed that about 500 men with field packs, carbines, rucksacks, and rolled blankets almost daily marched to the training grounds south of Hamburger Chaussee. Other personnel were often seen moving to the airfield area while the remaining soldiers were engaged in athletics at the kaserne area.
9. On 21 July, it was observed at NSKK-Kaserne that intensive cleaning and painting work was being done. It appeared as though the units stationed at this kaserne were also making preparations for an inspection. Since 1 August, about 500 soldiers with field packs daily marched to the training grounds south of Hamburger Chaussee, while another 200 men without field packs moved to the airfield.
10. The ground attack regiment had a strength of about 525 men. About 50 percent of these men were quartered in Richthofen Kaserne while the other 50 percent were quartered in NSKK-Kaserne. Of the 525 men, about 70 were pilots.
11. 
12.  The following air activity and aircraft were observed at Doeberitz airfield: 25X1
18 July. At about 1045, about 30 Il-10s were parked outside of the revetments on the northern edge of the airfield. No other observations could be made because of restricted visibility.
21 July. Formation flights by 10 Il-10s were observed.
25 July. At about 1800, 9 Il-10s flying in flight formation crossed over the airfield at an altitude of about 300 meters.

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13. On 15 July, 26 Il-10s were seen at Doeberitz airfield. Additional aircraft were observed in the hangars. On 21 July, about 50 Il-10s were seen at Doeberitz airfield.

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15. On 21 July, two groups of 6 AA guns each were observed in the first kaserne at the entrance of Doeberitz, north of the Berlin-Nauen road. The AA guns were arranged in a straight line with their barrels elevated. The type of the AA guns was similar to that of the former German 88-mm AA gun. No details could be observed.

1. Comment. Air activity and occupation strength of the ground attack regiment which was transferred from Brandenburg-Briest to Doeberitz, remained unchanged. The previous assumption that aircraft with yellow upper edges on rudder assemblies and differently colored propeller hubs belonged to various squadrons cannot be supported by this report since the upper edges of the rudder and propeller hubs have the same colors. The previous location of the ground attack regiment with 48 Il-10s that arrived at Doeberitz airfield on 5 August, has not been determined.

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2. Comment. The twin-barreled AA gun, presumably a light model 1941 25-mm AA gun, was previously reported.

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3. Comment. The first kaserne at the entrance of Doeberitz is presumably the old camp (No 2061) at Doeberitz. The 12 x 85-mm AA guns probably belong to the 1382nd AAA Regt of the 1st Mech Div.

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